RULE 10-I

Oral authorization and acknowledgments between Foremen and Engineers for trains to pass "Red Conditional Stop" signs must be worded in the following forms:

Foreman's Response

"THIS IS S.P. FOREMAN IN CHARGE OF THE WORK BETWEEN MP _____ AND MP _____ S.P. TRAIN ORDER NO. _____. WE ARE IN THE CLEAR AND YOU MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN AND THROUGH THE LIMITS OF THE ORDER AT _____ M.P.H."

Engineer's Response

"THIS IS ENGINEER S.P. TRAIN _____. I MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN AND THROUGH THE LIMITS OF ORDER NO. _____ BETWEEN MP _____ AND MP _____ AT (Speed). REPEAT (Speed) MILES PER HOUR."

Foreman must acknowledge Engineer's response as follows: S.P. TRAIN NO.____, O.K. ON ORDER NO.____

SPEED TABLE

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
41″	87.8	1′11″	50.7
42″	85.7	1′12″	50
43″	83.7	1′13″	49.3
44″	81.8	1′14″	48.6
45″	80	1′15″	48
46″	78.3	1′16″	47.4
47″	76.6	1′17″	46.8
48″	75	1′18″	46.2.
49″	73.5	1′19″	45.6
50″	72	1′20″	45
51″	70.6	1′25″	42.4
52″	69.2	1′30″	40
53″	67.9	1′35″	37.9
54″	66.7	1′40″	36
55″	65.5	1′45″	34.3
56″	64.3	1′50″	32.7
57″	63.2	1′55″	31.3
58″	62.1	2′00″	30
59″	61	2′15″	26.7
1′00″	60	2′30″	24
1′01″	59	2′45″	21.8
1′02″	58.1	3′00″	20
1′03″	57.1	3′30″	17.1
1′04″	56.2	4′00″	15
1′05″	55.4	5′00″	12
1′06″	54.5	6′00″	10
1′07″	53.7	7′00″	8.6
1′08″	52.9	7′30″	8
1′09″	52.2	8′00″	7.5
1′10″	51.4	10′00″	6

SOUTHERN PACIFIC COMPANY

HOUSTON DIVISION SPECIAL INSTRUCTIONS No. 4

EFFECTIVE WEDNESDAY, JANUARY 1, 1969

AT 12:01 A. M.

CENTRAL STANDARD TIME

SUPERSEDING SPECIAL INSTRUCTIONS No. 3

THESE INSTRUCTIONS CONSTITUTE A PART OF THE TIMETABLE CURRENTLY IN EFFECT

D. R. KIRK,
General Manager.

L. R. SMITH,
B. M. STEPHENS,
Assistant General Managers.

J. E. ADAMS,
Superintendent of Transportation.

L. A. PATTERSON,
Superintendent, Houston Division.

RULE A. Employes must have a copy of Rules and Regulations of the Transportation Department, effective January 1, 1969.

RULES 10-G, 10-H and 10-I. When unattended red flags or red lights, yellow flags, red CONDITIONAL STOP signs and yellow PROCEED PREPARED TO STOP signs are displayed between siding switches, they must be duplicated to the right of track in direction of approach. If clearance between siding and main track does not permit display of these signals to right of track in direction of approach, signals may be displayed to left of track in direction of approach.

Display of these signals to the left of track in direction of approach must be respected as though they were displayed in accordance with these rules.

RULES 10-H and 15. On the

Yoakum Branch (only between Cuero and Yorktown)
Cuero Branch (only between Cuero and Stockdale)
Palacios Branch (only between Newgulf and Palacios)
Guy Branch

yellow flags will be displayed one-half mile from point of restriction, and when a torpedo is exploded in the vicinity of a yellow flag displayed in accordance with Rule 10-H, train must proceed expecting to find an unattended red flag that may be displayed one-half mile beyond the torpedo and the yellow flag. A green flag will be displayed to the right of track at the end of restriction.

RULE 10-I and FORM Y TRAIN ORDER. A train or engine within limits of a Form Y train order at effective time of order must not proceed unless orally authorized by foreman in charge of work, or a proceed signal with green flag or light is received.

Where the term "Foreman" is used in these rules, Timetable Bulletins, Special Instructions and Form Y train orders, it will also apply to Southern Pacific employe in charge of work.

RULE 10-J. Speed signs prescribing an increase in speed will not be installed on the:

Palacios Branch

Certain signs have words "SPRING SWITCH" "TURNOUT" or "DRAWBRIDGE" above and below figures. Such signs indicate speed which must not be exceeded while entire train is passing over spring switch, turnout or drawbridge, three-fourths mile beyond speed sign.

RULE 14(1). Where there are two or more road crossings in close proximity, standard whistle sign bearing letter "X" may have sign beneath it showing number of crossings involved and whistle must be sounded for each crossing in compliance with engine whistle signal 14(1).

RULE 19. Markers will not be displayed on the following branch:

Palacios Branch

RULE 97. On double track or two main tracks or within Interlocking, CTC or A-PB limits trains may run extra without train-order authority moving with the current of traffic on double track, but must obtain clearance before commencement of trip, if at an open train-order office.

RULE 99-C. Will apply between the following stations:

Eagle Lake and Bellaire Jct. (Bellaire Branch)
Tower 26 and Jordan except between Nacogdoches and Bonita Jct.
Tower 17 and Victoria
Victoria and Beeville
Guy Jct. and Guy
Deer Park and Galveston

RULE 103-A. When a train or engine is standing on any track to be met or passed by a train or engine and a public crossing at grade is to be opened to permit traffic to cross, the opening must, if practicable, clear crossing by 100 feet each side and member of crew must, if practicable, protect the open crossing against movement of trains or engines on adjoining tracks and when coupling up.

RULE 104-A. When inside switches are not equipped with hooks or locks, it will not be necessary to otherwise secure or render report.

RULE 283. Movements governed by semaphore type diverging route signals displaying "Proceed on Diverging Route", Figs. A and B, must be made with caution.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM KEY-RELEASES

Where automatic signal protection is provided for movements from an adjacent track to main track, "Key-Releases", with time-release feature, may be installed on signal case near fouling point to clear signal on one track when control circuit of other track is occupied.

If governing signal displays stop indication and no train approaching, member of crew may insert switch key in slot below governing signal number on signal case and turn SLOWLY one complete turn to right, remove key and wait until time-release of 3 minutes has functioned, after which signal should display proceed indication if block is clear.

Trains required to enter siding where signals are arranged as above must not pass home signal until after switch has been lined for siding.

ELECTRIC SWITCH LOCKS

Where electric switch locks are installed, lock-box door must not be opened if movement is to be made into a track leading from main track until engine or car is standing within 150 feet of switch; or if movement is to be made from such track or through a crossover to a main track, until block indicator indicates "block clear", on opposite track.

Within CTC or Interlocking limits before lock-box door is opened to enter main track or controlled siding, permission must be obtained from train dispatcher or operator, who must be notified when work completed and lock-box door closed and locked.

After lock-box door is opened, lock lever cannot be moved to opposite position to release switch for hand throwing until indicator in lock-box indicates "unlocked".

Lock lever must not be returned to lock position until all movements over switch are completed, switch returned to normal position and locked. Lock-box door must then be closed and locked.

When block indicators indicate "block-occupied", instructions posted inside lock-box must be complied with if movement is to be made to a main track while approach circuit is occupied by another train or engine, in addition to providing flag protection when necessary.

Low type electric locks, such as are applied direct to lever of hub type switch stands, function as above except that removal of switch lock has same effect as opening lock-box door. Instead of being equipped with an "UNLOCKED" indicator, these locks may have a pilot light that indicates by illumination when lock is unlocked.

When a pilot light will not illuminate to indicate electric lock is unlocked, push button on adjacent cast iron box protected with cover and locked with switch lock, should be depressed to illuminate green light. After a time interval of from one to seven minutes pilot light on electric lock will be illuminated, indicating lock is unlocked.

Emergency lock release is applied to side of low type electric lock and inside of lock box on hi-type electric lock. It is to be used only in case of electric or mechanical failure as indicated by failure of time-release to function after

several minutes. When necessary, break seal and push button to operate emergency lock release. Train dispatcher must be notified immediately and movement made only after necessary flag protection is provided.

MECHANICAL SWITCH LOCKS

After lock-box is opened lock lever may be moved upward against stop. After a time interval of from one to seven minutes indicator will show UNLOCKED and lever may be moved to reverse position "R". Switch may then be operated in usual manner.

Lock lever must not be returned to normal position "N" until all movements over switch are completed and switch returned to normal position and locked.

Emergency lock release is to be used only in case of mechanical failure, as indicated by failure of time-release to function after several minutes. When necessary to break seal on emergency release, train dispatcher or signal operator must be notified immediately and movement made only after flag protection is provided.

RULE 535. Where switch point indicators are provided for protection of facing point movement over spring switches the following will govern:

Aspect	Indication
Green	Lined for normal movement
Red	Stop; open and close spring switch by hand removing any obstruction and know points fit up and are secure before proceeding.

RULE 705. HOT BOX DETECTORS

Hot box detector system in service at following location:

MP 12.43 between Tower 26 and Humble governs eastward trains.

Trains will be governed by letter type indicators as follows:

When letter "H" is displayed it is an indication of hot bearing and train must immediately reduce speed to not exceeding 15 MPH and stop at hot bearing panel and be governed by instructions posted inside case.

When letter "W" is displayed it is an indication that preceding train has stopped due to a hot bearing indication but has not cancelled out system and following trains must stop and not proceed until light is extinguished or permission is obtained from train dispatcher. After stopping speed of 10 MPH or more should be obtained if possible before passing over detector provided restrictions permit. Dispatcher phone located near "W" indicator.

White light displayed on track side of detector instrument house indicates system is operative; white light flashing indicates train has hot bearing and instructions applying to letter "H" must be complied with. When white light is not displayed, it indicates system is not operating properly, in which case train dispatcher must be notified from first point of communication.

If letter "H" is illuminated or flashing white light displayed on instrument house and no number indications or false indications are shown on read-out panel, entire train must be inspected.

When indication of hot bearing is shown on hot bearing read-out panel at more than one hot box detector system indicating the same car or cars, and hot bearing is not located, car or cars will be set out after receiving second indication.

Connecting crews, if any, must be notified by incoming crew of failure to locate hot bearing if indication is received on any hot box detector system and car is not set out.

Report all cases where train passes over detector without an indication having been displayed, but developing a hot box between detector and a point 20 miles beyond detector.

When hot box detector is actuated, following information must be reported at next open office in telegraph message form addressed jointly to Superintendent, Houston; Chief Dispatcher, Houston; and Signal Supervisor and Master Mechanic at Houston, identifying by symbol H.B.

1. Date and time actuated, and MP location.
2. Train identification.
3. Car number and location in train.
4. Box location (1, 2, 3 or 4 from trailing end of car in direction of movement. north or south side.)
5. Disposition of car. (If set out, state where. If inspection shows that it was not necessary to set out even though journal was warm enough to activate the detector, advise what corrective action was taken to permit movement of car. If roller bearing equipped, so state.)

GENERAL REGULATIONS

RULE 824. At terminals where Special Instructions require application of hand brakes on freight trains, outgoing crews may release surplus hand brakes but must know that the required number of hand brakes are not released until road engine is coupled and brake system charged.

RULE 827. Back-up movements must not be made for purpose of making inspection. When necessary to make back-up movement under other conditions, extreme care must be exercised to be sure all brakes are released and minimum necessary power used in starting and shoving train.

When setting out cars with hot boxes, packing must be removed from box, fire extinguished and packing left in safe location. Avoid leaving cars near wooden structures. If evidence of fire on car, responsible employe, using member of train crew if necessary, should be left in charge, with fire extinguisher or other fire-fighting material.

RULE 872. Enginemen taking charge of engines at Glidden, Eagle Lake, Victoria, Hardy St., Lufkin, and Galveston will consider engines as having been supplied with fuel and sand.

RULE 883. Engines must not be left on grade unless protected in descending direction by derail or spur track switch lined for diverging track. Air brake must be applied and hand brake on each unit of consist must be applied.

AIR BRAKE RULES

RULE 24-B. Glidden and Lufkin: Incoming engineer, after completing stop, must make a full service brake application leaving brakes applied. When outgoing crew takes charge of train on arrival or otherwise is assured, upon request, that continuity of brake pipe has not been disturbed, engineer will release brakes and proceed.

RULE 26. When temperature is 32 degrees above zero or less, air brake system on locomotive must be blown out before coupling to train, as follows:

Place automatic brake valve handle in running position, then open angle cock at rear of locomotive, move brake valve handle suddenly to release position causing heavy flow of air throughout the brake pipe, which should blow out any condensation that may have accumulated in the brake system.

Before road test is made on any freight train after locomotive has been coupled thereto, blow out air brake pipe hoses on head end of train as follows:

After making brake pipe reduction, close angle cocks between second and third cars, uncouple air hose; close angle cocks between first car and locomotive, uncouple air hose; then recouple hoses and reopen all angle cocks. During this test engineer must drain condensation from drain cocks on air compressor intercooler and aftercooler, main reservoir, control reservoir, dirt collectors, air filters, and strainers on lead unit.

MISCELLANEOUS

When trains or engines meet or pass in vicinity of public crossings at grade, they must take such additional measures as may be necessary to know that every reasonable effort is made to avoid vehicular accidents.

Cars with gross weight in excess of that shown below must not be handled between stations listed:

Between	Maximum Load Limits
Glidden and Houston	300,000
Galveston and Houston	300,000
Beeville and Rosenberg	300,000
Newgulf and Wharton	300,000
Palacios and Newgulf	251,000
Houston and Shreveport	281,000
Skull Creek and Bellaire	281,000
Yoakum and Yorktown	263,000
Guy and Guy Junction	251,000
Port Lavaca and Stockdale	251,000

4 (four) axle tank cars, when load limit of car is not exceeded, gross load of 315,000 pounds may be handled on territories where maximum load limit is 300,000 pounds and between Houston and Shreveport.

6 (six) axle tank cars, when load limit of car is not exceeded, gross load of 395,000 pounds may be handled on all territories where maximum load limit is 263,000 or more.

Following series of cars must not be handled on head end of train, but must be handled on or near rear of train:

USAX 38016 - 38665
USAX 39095 - 39199

SPEED RESTRICTIONS FOR ENGINES: Maximum speed shown in the table on Page 4 is subject to further restrictions applicable to certain territories as shown in SPEED RESTRICTIONS FOR TRAINS AND TONNAGE RATING TABLES.

Nominal classifications are descriptive of the engines as follows:

1st letter ..... Builder: A—Alco; B—BLH; E—EMD; F—Fairbanks-Morse; G—GE.

2nd letter ..... Type of service: F—Freight, P—Passenger, S—Switcher.

1st number ..... Number of axles.
2nd and 3rd numbers. Horsepower (100).

Last letter ..... Style of unit: A—Car body type with control cab. B—No control cab. No letter indicates road switcher type.

MAXIMUM SPEED FOR ENGINES
LENGTH OF DIESEL UNITS
(Between Pulling Face of Couplers)

Nominal Class	Length in Feet	Maximum Speed	Nominal Class	Length in Feet	Maximum Speed
AF420	57	##70	EF630	66	#70
AF624	67	##70	EF636	66	#70
AF628	70	##70	EF636C	66	70
AF630	70	#70	EF850B	88	70
AF640	60	##70	EP415AC	51	#75
AS407	45	60	EP415B	50	75
AS409	45	##60	EP418	56	##75
AS410	46	60	EP620A	71	#75
AS416	57	##65	EP620B	70	75
AS418	57	##70	EP624A	70	#75
AS616	57	##65	EP636	71	70
AS618	58	##65	ES406	44	45
BS410	49	60	ES408	44	##65
BS412	46	60	ES408B	44	65
BS615	58	##35*	ES409	44	##65
BS615B	58	35	ES410	44	60
BS616	58	##35	ES412	44	##65
BS616B	58	35	ES415	45	65
EF415	56	##70	ES415C	45	65
EF415A	51	#70	ES615	61	##55
EF415B	50	70	ES615	61	##70①
EF418	56	##70	FS412	49	##60
EF418A	51	#70	FP624	66	##70
EF418B	51	70	GF425	60	##70
EF420	56	##70	GF428	60	70
EF423	56	##70	GF628	67	70
EF425	56	##70	GF630	67	70
EF430C	59	#70	GF850A	84	#70
EF618	61	##70	GS407	37	##55
EF623	66	70	RDC		#75
EF625	61	##70			
Any engine not listed					35

Foreign line's engine operating over Southern Pacific Company trackage will not exceed maximum speed prescribed in above table for engines of the same type.

① applies to engines 2715, 2723-2742

*Except when operating on branch lines speed restricted to 30 MPH and on all lines with less than 90 lb. rail must not exceed 25 MPH.

#When on head end of train or running light and engineer is in other than leading control cab in direction of movement, must not exceed 30 MPH.

##When operated in multiple unit control on head end of train or running light and engineer is in other than lead unit in direction of movement, must not exceed 30 MPH.

F and P class engines when moving without cars, must, when possible, be operated from cab in direction of movement, except for short direct movements.

Car body type engines operated with engineer in other than lead unit in direction of movement must not exceed 20 MPH when approaching highway or street crossings at grade, subject to further restrictions imposed by local conditions.

Dead or disabled engines, and equipment listed in timetable which requires movement at reduced speed must first be reported as ready to move to Chief Train Dispatcher, who will designate train in which engine or equipment is to be moved. Any such engine must not be handled in train until train order designating maximum speed is issued.

All diesel units being towed in trains may be moved with engine shut down and, unless conditions make it desirable, such as movement of a disabled unit, a messenger will not be required. All diesel units towed in trains should have doors unlocked.

Maximum speed of trains handling engines in tow must not exceed speed for that engine.

Diesel units in tow, weighing 150,000 lbs. or more equipped with 24RL or 26L brake equipment, may be handled in any convenient location in train.

Diesel units in tow, weighing 150,000 lbs or more equipped with either 14EL, 6DS, 6BL or 6SL brake equipment must be located not more than five cars from head end of train to assure brakes release after brake application actuated near rear of train.

Diesel units weighing less than 150,000 lbs. must be placed near rear of train.

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown on Page 5 is subject to further restrictions applicable to engines in train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on Page 4, MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT appearing on Page 5 and OTHER MAXIMUM SPEEDS appearing on Page 6, and TONNAGE RATING TABLE appearing on Pages 17 and 18 of Special Instructions for All Subdivisions, and other maximum speeds appearing in Special Instructions of each Subdivision. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by tmetable bulletin.

All trains must run carefully during and after heavy storms, particularly when track is apt to be affected. When fog, storms, or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

NOTE: PROTECTED CURVES—SPEED SIGNS GOVERN	PASSENGER TRAINS AND LIGHT ENGINES	FREIGHT AND MIXED
BETWEEN	MPH	MPH
Glidden and Houston	70	60
West Junction and MP 9.4 (via Harrisburg)	40	40
MP 9.4 and Tower 81 (via Harrisburg)	30	30
Tower 81 and Englewood (via Harrisburg)	20	20
Tower 17 and MP 10.5 (Victoria Subdivision)	40	40
MP 10.5 (Victoria Subdivision) and Wharton	49	49
Wharton and MP 88.5 (Victoria Subdivision)	40	40
MP 88.5 and MP 90.7 (Victoria Subdivision)	25	25
MP 90.7 and MP 92.0 (Alice Subdivision)	30	30
MP 92.0 (Alice Subdivision) and Beeville	40	40
Eagle Lake and Bellaire Junction (Bellaire Branch)	30	30
MP 1.42 and MP 7.24 (Lufkin Subdivision)	30	30
MP 7.24 and MP 10 (Lufkin Subdivision)	40	40
MP 10 (Lufkin Subdivision) and Lufkin	49	49
Lufkin and Jordan	49	49
Harrisburg Jct. and Deer Park	20	20
Deer Park and MP 43	40	40
MP 43 and Galveston	30	30
Wharton Junction & MP 3 (Palacios Branch)	30	30
MP 3 & MP 12.75 (Palacios Branch)	49	49
MP 12.75 & Bay City	30	30
Bay City & Palacios	25	25
Guy and Guy Junction	20	20
Stockdale and River Jct	20	20
River Jct. and MP 28 (Cuero Branch)	30	30
MP 28 and MP 25 (Cuero Branch)	20	20
MP 25 and MP 0.5 (Cuero Branch)	30	30
Yorktown and River Jct	20	20
Cuero and MP 118.98 (Yoakum Branch)	30	30
MP 118.98 (Yoakum Branch) and MP 1.41 (Shiner Branch)	15	15

When moving against current of traffic, and movement is not protected by block signals, speed of passenger trains must not exceed 59 MPH, and speed of freight trains and light engines must not exceed 49 MPH, nor may speed exceed that applying to normal operation. Unless proceed signal received, or it is known that warning devices are operating, such trains and engines must stop approaching road crossings where automatic warning devices are installed, and may proceed after member of crew protects crossing.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts	15
Except:	
Through slip switches (including tangents)	10
Through turnouts on other than sidings	10
On Branches	10
Through turnouts and controlled sidings Stella, Missouri City, Sugar Land, Harlem and Rosenberg	25
Except through west turnout Rosenberg	15
Through connection Glidden-Victoria Subdivisions Tower 17	15
Heacker, South End Building Materials track	8
Strang, Houston Lighting & Power Co. lead	20 tangent 15 curves
Shreveport Yard, track No. 21 between Red Junction and North Scale track switch	10

MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MPH Main Track Glidden to West Jct., Englewood to Shreveport, Tower 17 to Beeville.	MPH on other Main Tracks
Twin or multiple loads	50#	50
Scale Test Cars, except	40	40
SP MW 2024 may operate at freight train speed for territory in which operated		
Cars with arch bar trucks	40	35
Relief outfits with steam derrick	35*	25*
Locomotive cranes:		
with boom disconnected, light end forward	20*	20*
with boom in place either end forward	25*	25*
with boom disconnected, heavy end forward	45*	20*
except: SP MW 5858	35*	20*

#The maximum speed for twin or multiple loads between Glidden and West Junction is 60 MPH.

*On curves where authorized speed is more than 15 MPH, speed must be reduced to 5 MPH less than shown on speed signs.

Locomotive Crane Pile Drivers SP MW 4088, 5479, 5852, 5899 and SSW 96403 are to be handled in trains as locomotive cranes except they must always move with boom disconnected.

Unless specifically authorized by Superintendent, SP MW 4088, 5479, 5852, 5899 and SSW 96403 must not operate over lines having maximum load limits of less than 263,000 lbs. and must observe all restrictions applying to cars weighing more than 210,000 lbs.

Maximum speed permitted with relief outfits with relief cranes SP MW 5846, 5847, 5850, 5851, 7032 is 45 MPH on main track Glidden to West Junction. On curves where speed is 45 MPH or less, speed must be reduced to 5 MPH less than shown on speed signs.

Jordan Spreaders or Jordan Spreader Ditchers may move forward (prepared for travel) without restriction and must not exceed 25 MPH when moving backward.

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

OTHER MAXIMUM SPEEDS	MPH PASSENGER TRAINS	MPH FREIGHT AND MIXED TRAINS
Trains of deadhead passenger equipment with caboose	65	—
Passenger trains with caboose	65	—
Engine and caboose only, except	—	65
must not exceed speed for same engine running light		
Logs loaded on flat or logging cars, except	—	25
on curves	—	20
through truss bridges and passing stations	—	15

All cars handled in passenger trains must be equipped with steel-tired or all-steel wheels. Cars not so equipped must move in freight trains, passengers if any, to move on passenger trains.

Passenger carrying cars, baggage, express and other head-end cars, unless equipped with steel center sills and steel platforms must not be handled in passenger trains except on authority of Superintendent.

When foreign steel-tired or all-steel wheel cars are picked up by passenger trains at points where no car inspectors are on duty, conductor must contact train dispatcher to determine applicable speed restriction for the movement.

Freight cars must not be handled behind occupied passenger carrying cars, except in mixed trains in military or naval movements.

Unless otherwise authorized, trains handling passenger cars with flat spots on wheels in excess of 3¼" in length must not exceed 10 MPH. When flat spots are not in excess of 3¼" long, such cars may be operated at maximum authorized speeds.

SPECIAL INSTRUCTIONS—ALICE SUBDIVISION

(For movement on that portion of Alice Subdivision pertaining to San Antonio Division, see **San Antonio Division Special Instructions**)

RULE 93. Yard limits are established at the following stations:

West MP		East MP
96.39	Beeville (Skidmore-East Yard)	90.50
96.39	Beeville (Skidmore-Victoria)	143.00
94.74	Victoria	87.00
30.00	Victoria (Cuero Branch)	25.00

RULE 103-A. Cars must not be kicked or dropped over the following crossings and before making engine or switching movements over such crossings, a member of crew must take position to afford protection to traffic while movement is being made:

Aloe—Highway 59.

RULE 680. AUTOMATIC INTERLOCKING

Victoria—Tower 90—M. P. Crossing

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	LOCATION		DESCRIPTION
		BEEVILLE-VICTORIA LINE	
137.97	East of Beeville	Medio Creek Bridge	Overhead & Side
133.60	East of Beeville	Blanco Creek Bridge	Overhead & Side
117.09	West of Goliad	San Antonio River Bridge	Overhead & Side
112.94	West of Fannin	Manahuilla Creek Bridge	Overhead & Side
100.93	West of Aloe	Coleto Creek Bridge	Overhead & Side
92.01	West of Victoria	Guadalupe River Bridge	Overhead & Side

SPEED RESTRICTIONS:

20 MPH through turnout and curve connecting Victoria and East Yard lines Beeville.

30 MPH over street crossings Goliad.

*Through corporate limits speed of trains restricted as follows:

Mile post location of City Limits specified below:

West MP	Station	East MP	MPH
	Beeville	144.66	20
92.02	Victoria	88.69	30

*City ordinance speed restrictions are applicable approaching public crossings and until engine has covered public crossings within corporate limits.

(For movement within yard limits Houston, also see **Special Instructions, Houston Terminals)**

(For movements between Harrisburg (Tower 30) and Tower 86, also see **Special Instructions Relating to Centralized Traffic Control, Galveston Subdivision).**

RULE 93. Yard limits are established at the following stations:

West MP		East MP
90.00	Glidden	78.16
72.00	Eagle Lake (Glidden Subdivision)	66.34
63.78	Eagle Lake (Bellaire Branch)	59.90
38.78	Rosenberg (Glidden Subdivision)	34.23
0.98	Rosenberg (Victoria Subdivision)	
12.77	West Junction	
9.00	Bellaire Junction (Bellaire Branch)	
17.00	Jeannetta	9.01

RULE 103-A. Sugarland: Automatic crossing gates installed Wood Street Crossing protect main track. Movements on inside track must not enter crossing without protection until key control boxes located each side of crossing are operated.

Automatic crossing gates located Hillcroft Crossing, M.P. 15.43, Bellaire Branch, have signs for eastward and westward movements reading "FIRST GATE CONTROL" and "SECOND GATE CONTROL" in advance of crossing. If more than two minutes used for movements between first and second gate control signs, gates will raise and movement entering crossing must not be made without protection. Movements out of first Industry Spur east of Hillcroft crossing must not enter crossing without protection until gates have lowered.

RULE 306. Following block signal equipped with triangular plate bearing letter "P" has included in its control limit some special protective device:

Eastward Signal	Protection	Westward Signal
	East end siding, Eagle Lake spring switch	P-693

RULE 516. Overlap Posts:

Ramsey	Eastward trains
Eagle Lake	Westward trains

RULE 535. SPRING SWITCH

Spring switch equipped with facing point lock located as follows:

Location		Normal Position
Eagle Lake	East end siding	Main track

RULE 605. INTERLOCKING

Eagle Lake (Tower 115, SP and AT&SF Crossing):

East end ice track is electrically locked and cannot be hand-operated until released by operator.

Tower 17 (AT&SF Crossing):

West switch siding is power-operated; switch and signals controlled by operator and switch cannot be cranked by hand.

Trains approaching Tower 17 and finding governing interlocking signal displaying an indication permitting train to proceed on main track, are authorized to proceed on main track, ahead of or against all trains to interlocking signal at opposite end of siding.

Sugar Land (M.P. Crossing):

No operator on duty. Normally lined for SP. Manipulation chart located on post at ground throw interlocking machine near crossing.

RULE 680. AUTOMATIC INTERLOCKING
Wallis — AT&SF Crossing

RULE 705. LETTER TYPE INDICATORS

Indicator displaying letter "M" on signals 692 and 694, east end siding Eagle Lake governs eastward movements.

When letter "M" displayed Rule 705 will apply authorizing movement to interlocking signal at connection to Bellaire Branch provided not restricted by timetable or train orders previously received.

Eastward movements approaching signals 692 and 694 displaying stop or if letter "M" is not illuminated must obtain permission from operator before passing fouling point.

RULE 760. CENTRALIZED TRAFFIC CONTROL

Tower 17 and Harrisburg

Limits extend between:

Absolute signal located 500 feet east of Tower 17 (AT&SF Crossing) and

Absolute signal located 100 feet east of Harrisburg, Tower 30 (GH&H Crossing).

Interlocking signals:

Stella (M.P. Crossing)

Tower 81 (AT&SF Crossing)

Harrisburg (GH&H Crossing)

serve as both interlocking and absolute signals; trains stopped by these signals must observe both interlocking and CTC rules.

Interlocking Signal on AT&SF, Tower 81, governing movement to transfer also serves as absolute signal governing entrance to CTC.

Dual control switches are equipped with selector lever and hand-throw lever.

GENERAL REGULATIONS

RULE 825. Richmond: Cars must not be moved over live rail of track scales Southland Cotton Oil Company except when weighing cars and then not in excess of 5 MPH.

When trains or cars are left on any track, trainmen will set sufficient hand brakes to hold cars. Not less than required number of brakes must be set, as follows:

Glidden	Not less than five brakes on east end.
Eagle Lake	Not less than eight brakes on east end.

MISCELLANEOUS

Dragging and/or derailed equipment detector and indicator installed at the following location:

MP	Location
78.5	Between Jayray and Laban

The indicator will apply to trains in both directions and is mounted on post on north side of track near detector. Normal indication dark. When indicator is activated by detector, blue indicator lights will be displayed in both directions and when illuminated, enginemen or trainmen will stop train and make inspection of train and track, advising dispatcher promptly.

Engines listed must not operate on tracks shown below:

Class of Engine	Station	Restricted Track
All engines	Ramsey	Gravel pit tracks 1 and 2 beyond cattle guards. Gravel pit track 3 beyond a point 150 feet back of cattle guards.
All engines	Heacker	Beyond engine restriction sign 1040 feet from switch.

Frels. Engines must not be operated beyond road crossing on spur track at MP 28.9.

Altair-Helms Lead: Overhead loading hoppers at Horton and Horton plant will not clear engines and will not clear cars except open top cars.

Employes must not ride on cars while being moved under unloading hoppers.

SPECIAL INSTRUCTIONS—GLIDDEN SUBDIVISION

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	LOCATION		DESCRIPTION
84.06	East of Columbus	Colorado Bridge	Overhead & Side
83.75	East of Columbus	Underpass	Side
32.42	East of Richmond	Brazos Bridge	Overhead & Side
	BELLAIRE BRANCH		
40.87	West of Simonton	Brazos Bridge	Overhead & Side

SPEED RESTRICTIONS

60 MPH between Houston City Limits (MP 16.42) and West Jct., except 45 MPH over South Post Oak Road (MP 13.54).

BELLAIRE BRANCH

20 MPH between interlocking signals at Eagle Lake.

*Through corporate limits speed of trains restricted as follows:

Mile post location of City Limits specified below:

West MP	Station	East MP	MPH
85.45	Columbus	84.10	30
69.17	Eagle Lake	67.13	30
62.10	Eagle Lake (Bellaire Branch)	59.90	30
36.76	Rosenberg	33.84	30
0.28	Rosenberg (Victoria Branch)	—	30
0.54	Rosenberg (Guy Branch)	—	30
33.84	Richmond	32.57	25
25.11	Sugar Land	21.81	45
21.81	Stafford	18.98	45
18.98	Missouri City	17.30	45

*City ordinance speed restrictions are applicable approaching public crossings and until engine has covered public crossings within corporate limits.

SPECIAL INSTRUCTIONS—VICTORIA SUBDIVISION

RULE 93. Yard limits are established at the following stations:

West MP		East MP
94.74	Victoria	87.00
30.00	Victoria (Cuero Branch)	25.00
3.00	Port Lavaca	
43.00	El Campo	37.00
27.02	Wharton	22.50
1.02	Wharton (Palacios Branch)	
0.98	Rosenberg (Victoria Subdivision)	
38.78	Rosenberg (Glidden Line)	34.23
	Palacios	67.00
38.98	Bay City	35.17
14.10	Newgulf	9.15
	Guy	14.56
138.10	Cuero (Yoakum Branch)	134.15
58.50	Cuero (Cuero Branch)	53.32
119.96	Yoakum	1.41

RULE 98. RAILROAD CROSSINGS AT GRADE NOT INTERLOCKED

MP 26.7 Victoria - M. P. Crossing: Protected by gate and light. Normal position is for SP movements. Trains and engines must approach crossing with caution and when gate is set against M. P. movements SP movements may be made over crossing without stopping but must not exceed 10 MPH until crossing covered. Should gate be inoperative or light not displayed by night, movements must stop and route known to be clear before proceeding.

MP 35.9 Bay City—AT&SF crossing protected by gate.

MP 13.8 Newgulf—AT&SF crossing protected by gate.

RULE 103-A. Cars must not be kicked or dropped over the following crossings and before making train, engine or switching movements over such crossings, a member of crew must take position to afford protection to traffic while movement is being made:

Foster Field—Highway 59.

DuPre—Highway 87 on Heldenfels spur.

RULE 104. Normal position of rigid switches at junctions:

Cuero	For East Leg of Wye (both switches) Yoakum to Cuero Branch movement.
River Junction	For Yoakum Branch.
Wharton Junction	For Victoria Line.
Guy Junction	For Victoria Line.

RULE 535. SPRING SWITCH

Spring switch not equipped with facing point lock located as follows:

Location		Normal Position
Wharton Junction*	East end siding	Main track

*Equipped with switch point indicators.

RULE 605. INTERLOCKING

Wharton, Tower 152 — AT&SF Crossing. No operator on duty. Normally lined for SP main track. Derail located at fouling point east end West Storage Track is pipe connected to and operated by lever of hand-operated switch which opens within interlocking limits. Dwarf signal located at fouling point east end West Storage Track governs movement to main track, but will not display proceed indication until one minute after switch and derail have been lined.

Blessing, Tower 157—M. P. Crossing. No operator on duty. Normally lined for M.P.

Tower 17 (AT&SF Crossing): See Special Instructions Glidden Subdivision.

Placedo. M. P. Crossing. Signals controlled by operator at Vanderbilt on M. P. Telephones for communication with operator are located on each home signal mast. When signals do not display indication permitting train to proceed, member of crew must immediately communicate with operator.

RULE 680. AUTOMATIC INTERLOCKING

Victoria—Tower 90—M. P. crossing.

MISCELLANEOUS

RULE 883. Palacios, Port Lavaca:
Cars may be left on main track without protection.

Engines listed must not operate on tracks shown below:

Class of Engine	Station	Restricted Track
P, EF-418, BS-615, BS-616, AS-616	Blessing	Warehouse Spur.
	Bay City	City Track.

Cuero: Structures adjacent to west end Oil Mill track No. 2 will not clear equipment of any type more than 60 feet in length.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	LOCATION		DESCRIPTION
	VICTORIA LINE		
92.01	West of Victoria	Guadalupe River Bridge	Overhead & Side
68.98	West of Edna	Lavaca River Bridge	Overhead & Side
59.60	West of Ganado	Navidad River Bridge	Overhead & Side
25.95	West of Wharton	Colorado River Bridge	Overhead & Side
	PALACIOS BRANCH		
37.85	West of Bay City	Colorado River Bridge	Overhead & Side
	YOAKUM BRANCH		
57.27	West of Cuero	Guadalupe River Bridge	Overhead & Side
	CUERO BRANCH		
57.27	West of Cuero	Guadalupe River Bridge	Overhead & Side

SPEED RESTRICTIONS:

30 MPH when handling carload sulphur between Kendleton and Tower 17.

YOAKUM BRANCH

10 MPH through Yoakum Branch connections Cuero.

CUERO BRANCH

15 MPH between MP 0.5 and end of track, Port Lavaca.

PALACIOS BRANCH

15 MPH between MP 67.78 and end of track, Palacios.

20 MPH between interlocking signals, M. P. crossing, Blessing.

*Through corporate limits speed of trains restricted as follows:

Mile post location of City Limits specified below:

West MP	Station	East MP	MPH
92.02	Victoria	88.69	30
30.04	Victoria (Cuero Branch)	25.24	30
66.95	Edna	65.58	30
57.34	Ganado	56.29	30
39.75	El Campo	37.75	20
25.95	Wharton	24.05	20

*City ordinance speed restrictions are applicable approaching public crossings and until engine has covered public crossings within corporate limits.

SPECIAL INSTRUCTIONS—LUFKIN SUBDIVISION

(For movement within yard limits Houston, also see **Special Instructions, Houston Terminals**)

SP engines working within SSW Yard, Lufkin, will be governed by SP Rules and Regulations.

RULE 93. Yard limits are established at the following stations:

West MP		East MP
	Houston	10.00
42.30	Cleveland	45.00
117.16	Lufkin	120.84

Tracks between Prosser and Lufkin and at Lufkin will be used jointly by trains and engines of Lafayette Division, Houston Division and A&NR RR.

RULE 98. RAILROAD CROSSINGS AT GRADE NOT INTERLOCKED

Lufkin—SSW Crossing. Protected by gate.
Normal position is for SP movements. Train and engines must approach crossing with caution and when gate is set against SSW movements SP movements may be made over crossing without stopping but must not exceed 10 MPH until crossing is covered. Should gate be inoperative movements must stop and route known to be clear before proceeding.

RULE 103-A. At public crossing indicated below, train or engine movements must stop short of crossing and member of crew take position to afford protection to traffic while movement is being made, using lighted fusee when conditions warrant.

Station	Track	Crossing
Urbana	Urbana Sand & Gravel Co. Lead	Highway 59

Humble: Eastward movement from siding to main track must stop short of first crossing west of east switch of siding and member of crew take position at crossing to afford protection to traffic until engine has covered crossing.

RULE 306. Following block signal equipped with triangular plate bearing letter "P" has included in its control limit some special protective device:

Eastward Signal	Protection	Westward Signal
	Spring switch east switch No. 1 track, Lufkin	P-1203

RULE 535. SPRING SWITCHES

Spring switches not equipped with facing point locks located as follows:

Location		Normal Position
Humble*	East end siding	Main track
Livingston*	West end siding	Main track
Lufkin	East switch No. 1 track	Main track

*Equipped with switch point indicators.

Facing point movement must not exceed 35 MPH over these switches.

RULE 680. AUTOMATIC INTERLOCKING

Cleveland. AT&SF crossing.

RULE 705. HOT BOX DETECTOR

Illum. Letter	On Signal	Approaching	Location of readout
H	On mast	Humble	MP 17.1
	MP 14.45		

Refer to Rule 705 All Subdivisions except letter "W" is not used in connection with this detector.

MISCELLANEOUS

Engines listed must not operate on tracks shown below:

Class of Engine	Station	Restricted Track
All engines	Urbana	Urbana Sand and Gravel Co. lead past point 350 feet beyond Highway 59.
All engines	Corrigan	Timber dock track beyond second timber dock.
All Engines	Houston	Shell & Concrete Co. MP 14. Unloading hopper.
All engines	Thorstenberg	Material Company Bender MP 13.5. Open pit.
All engines	Parker Bros. Co. MP 10	Unloading hopper.

RULE 825. Cars may be left on siding Moscow without permission from or notice to Chief Train Dispatcher.

RULE 829. Hot box detector located MP 12.43 governing westward trains.

Crew members on rear of train will observe two white

lights on track side of detector instrument house on north side of track. White light flashing indicates hot bearing. Train must stop and, if communications available, car foreman Englewood Yard must be contacted to determine location of hot bearing. If location cannot be determined, inspection must be made of all bearings both sides of train.

When white light is not displayed, it indicates system is not operating properly, in which case train dispatcher must be notified from first point of communication.

If hot box detector is actuated also be governed by last paragraph items 1 through 5 as shown under RULE 705 HOT BOX DETECTOR on Page 3 Special Instructions All Subdivisions.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	LOCATION		DESCRIPTION
19.05	East of Humble	San Jacinto River Bridge	Overhead & Side
60.97	East of Urbana	Trinity River Bridge	Overhead & Side
102.89	East of Corrigan	Neches River Bridge	Overhead & Side

SPEED RESTRICTIONS

20 MPH between interlocking signals AT&SF crossing, Cleveland.

*Through corporate limits, speed of trains restricted as follows:

Mile post location of City Limits specified below:

West MP	Station	East MP	MPH
70.58	Livingston	72.45	
	Eastward		30
	Westward		15
91.00	Corrigan	93.50	30
116.01	Lufkin	120.11	30

*City ordinance speed restrictions are applicable approaching public crossings and until engine has covered public crossings within corporate limits.

SPECIAL INSTRUCTIONS—SHREVEPORT SUBDIVISION

RULE 93. Yard limits are established at the following stations:

West MP		EAST MP
117.16	Lufkin	120.84
136.84	Nacogdoches	139.57
225.84	Shreveport	

Tracks between Prosser and Lufkin and at Lufkin will be used jointly by trains of Lafayette Division, Houston Division and A&NR RR.

RULE 103-A. At public crossing indicated below, train or engine movements must stop short of crossing and member of crew take position to afford protection to traffic while movement is being made, using lighted fusee when conditions warrant.

Station	Track	Crossing
Nacogdoches	Industry spur track	Church Street
Nacogdoches	Industry spur track	Fredonia Street
Nacogdoches	Industry spur track	Pecan Street
Nacogdoches	Industry track	Butt Street
Nacogdoches	Industry spur track	Loop 224
Garrison	Brick Yard lead	Highway 59
Logansport	House track	Third Street
Logansport	South track	Third Street

Nacogdoches: Automatic warning signals, Main Street, will not operate for yard track movement until leading wheels have passed insulated joints immediately each side of crossing.

Before movement on yard track over crossing is made member of crew must insert switch key in either of three boxes marked "KEY CONTROL" and turn key to right which will start crossing warning signals.

RULE 104. Normal position of rigid switches at junctions:

Prosser	A&NR RR	For Shreveport Subdiv.
Bonita Jct.	Jacksonville Branch	For Shreveport Subdiv.
Jordan	Illinois Central RR	For Shreveport Subdiv.

RULE 306. Following block signal equipped with triangular plate bearing letter "P" has included in its control limit some special protective device:

Eastward Signal	Protection	Westward Signal
	Spring switch east switch No. 1 track, Lufkin	P-1203

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Prosser. Switches of both A&NR Railroad connections are equipped with mechanical switch locks, time release 3 minutes.

RULE 535. SPRING SWITCH

Spring switch not equipped with facing point lock located as follows:

Location		Normal Position
Lufkin	East switch—No. 1 track	Main track

Facing point movement must not exceed 35 MPH over this switch.

RULE 605. INTERLOCKING

Prosser. A&NR crossing. No operator on duty. Normally lined for SP.

Tenaha. AT&SF crossing. No operator on duty. Normally lined for SP.

RULE 680. AUTOMATIC INTERLOCKING

Mile Post 225.8. T&P crossing.

RULE 740. ABSOLUTE-PERMISSIVE BLOCK

Nacogdoches and Bonita Junction

Limits extend between:

MP 138.4 and MP 141.5

To enter A-PB from Jacksonville Branch at Bonita Junction, if block indicator indicates "block clear" switch may be thrown. When switch is lined, signal at fouling point should display proceed indication. If signal fails to display proceed indication, movement may be made as prescribed by Rule 744 and in addition complying with Rule 513.

MISCELLANEOUS

RULE 825. Cars may be left on siding Tenaha without permission from or notice to Chief Train Dispatcher.

Nacogdoches: Removable wooden platform located over track and extends between warehouses of Phelan Company. Employes using this track must determine position of platform and take necessary precautions to avoid injury or damage.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	LOCATION		DESCRIPTION
190.78	East of Haslam	Sabine River Bridge	Overhead & Side
Shreveport, on IC joint track between Jordan & SSW conn. at Spring Street		Marshall St. Underpass	Side
		Market St. Overpass	Overhead & Side
		Spring St. Overpass	Overhead & Side

SPEED RESTRICTIONS

15 MPH between Spring Street Junction and Jordan.

*Through corporate limits, speed of trains restricted as follows:

Mile Post location of City Limits specified below:

West MP	Station	East MP	MPH
136.15	Nacogdoches	142.50	30
166.10	Timpson	167.53	40
175.34	Tenaha	177.46	35
190.97	Logansport	192.83	35
225.85	Shreveport	—	20

*City ordinance speed restrictions are applicable approaching public crossings and until engine has covered public crossings within corporate limits.

AIR BRAKE RULE

RULE 33. Ruling grades where restrictions apply under RULE 33, All Subdivisions, are designated below:

Eastward

Houston to Shreveport

MP	MP	MPH
154.4	156.1	25

(For movement within yard limits Houston, also see Special Instructions, Houston Terminals)

RULE 93. Yard limits are established at the following stations:

West MP		East MP
9.16	Harrisburg (Houston Terminals)	
25.00	Pasadena	9.40
	Galveston	49.50

RULE 103-A. For train, engine and switching movements indicated below, a member of crew must take position at crossing to afford protection to traffic while movement is being made:

San Leon — Highway 146.

Strang — DuPont Spur — Highway 225.

Sinco: Automatic crossing gates installed Allen-Genoa crossing, have approach circuit identified by yellow paint on joints 150 feet both directions on storage track. Movements on storage track must not enter crossing without protection until gates have lowered. Cars must not be left between these yellow joints.

RULE 605. INTERLOCKING

MP 32.0 Clear Creek — drawbridge

MP 38.8 Dickinson Bayou — drawbridge

Lift Bridge (Galveston Causeway):

Trains passing an interlocking signal indicating STOP on authority of operator as prescribed by Rule 663, will not exceed 6 miles per hour to next signal or end of block.

A trainman must ride on rear of each train while crossing causeway.

RULE 680. AUTOMATIC INTERLOCKING

Texas City Junction, Tower 73 — TCT RR Crossing

Galveston, Tower 38 — AT&SF Crossing
GH&H Crossing

RULE 760. CENTRALIZED TRAFFIC CONTROL

Tower 86—Deer Park Jct. and Harrisburg Jct.—Harrisburg, (Tower 30)

Limits extend between:

Absolute signal located west interlocking limits Tower 86 and absolute signals governing eastward trains Deer Park Jct. and between Harrisburg Jct. and absolute-interlocking signal governing eastward movements Harrisburg (Tower 30).

Two main tracks in service between Sinco Jct. and Pasadena Jct. both within CTC limits and signalled for movement in both directions. Two main tracks designated as follows:

SP Track	Track No. 1
PTRA Track	Track No. 2

Single track between Buffalo Bayou Drawbridge (5.10) and Manchester Jct., Pasadena Jct. and Deer Park Jct. and Track No. 1 will be used jointly by trains and engines of the Southern Pacific Company and PTRA under Transportation Department Rules and Regulations of the Southern Pacific Company.

PTRA westward movements approaching Sinco Jct. and PTRA eastward movements approaching Pasadena Jct. and finding absolute signal governing entrance to CTC on PTRA Track No. 2 displaying proceed indication or after obtaining permission to enter main track at either of these locations or at hand-operated switches located within CTC limits on Track No 2. may occupy Track No. 2 moving in either direction without flag protection performing switching without obtaining work and clock time limits as prescribed by Rules 765 and 771 as long as main track is continuously occupied or main track switch left open. If main track cleared and main track switch restored to normal position, new authorization must be secured before re-entering main track. Train dispatchers must not permit other movements to enter these limits while work is being performed as listed above.

Absolute signals governing movement over Buffalo Bayou Drawbridge (5.10) serve both as absolute and interlocking signals. Trains stopped by these signals must observe both CTC and interlocking rules and in addition movement must be preceded by member of crew through draw span as provided by Rule 663(c).

Crossing gate at M.P. crossing old MP 5.6 on industry lead leading off at Buffalo Bayou Drawbridge (5.10) equipped with electric lock. Normal position is for movements on M.P. RR Co. Movements on industry lead in either direction must contact train dispatcher to operate release then be governed by instructions posted at crossing as to operation of gate.

Interlocking signals at Tower 208 located just east of Booth Siding and Harrisburg (Tower 30) serve both as interlocking and absolute signals. Trains stopped by these signals must observe both interlocking and CTC rules.

When governing absolute signal authorizes movement to enter CTC, trains or engines will not be required to ascertain what instructions relating to track conditions are in effect as prescribed by Rule 781.

Unless Signal D-109 located east of crossing Highway 225, Sinco, displays proceed indication (green aspect), westward trains must stop before engine passes signal and member of crew communicate with train dispatcher to avoid blocking crossings.

MISCELLANEOUS

RULE 883. Galveston: Cars may be left on main track west of MP 55 without protection.

Texas City Jct. Gate indicators located on each side of flood gates on both main track and secondary track.

The light type indicators will normally display proceed indication. When stop indication displayed, train must stop and gates inspected. If gates in place and locked, train may proceed and report made to train dispatcher. If gates not in place or not locked, train dispatcher must be notified and movement through gates should not be made until gates secured.

Engines listed must not operate on tracks shown below:

Class of Engine	Station	Restricted Track
All engines	LaPorte	Old Bay Shore Line beyond a point ten car lengths from switch to East La Porte spur.
P, AF 624, AF 628, AF 630, AS 616, AS 618, BS 615, EF 415 A&B, EF 618 EF 630 EF 636, EP 415 A&B,		
BS 615	Pasadena	Wald Transfer and Storage.
	Sinco	Lead track to Goodyear tracks 1 and 2.

Cars may be left on main track west of MP 55 without protection.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	LOCATION	DESCRIPTION
51.70	Lift Bridge on Causeway	Overhead & Side
38.77	Dickinson Bayou Drawbridge	Side
31.96	Clear Creek Drawbridge	Side

SPEED RESTRICTIONS

15 MPH between MP 52.90 and end of track at Galveston.
20 MPH over Galveston Causeway.

*Through corporate limits speed of trains restricted as follows:

Mile post location of City Limits specified below:

West MP	Station	East MP	MPH
16.15	Pasadena	12.61	20

*City ordinance speed restrictions are applicable approaching public crossings and until engine has covered public crossings within corporate limits.

(For movements between west yard limit sign west of West Junction and Harrisburg (Tower 30), also see Special Instructions relating to Centralized Traffic Control, Glidden Subdivision).

(For movements between west yard limit sign west of Manchester Jct. and Tower 86, also see **Special Instructions Relating to Centralized Traffic Control, Galveston Subdivision).**

Special Instructions of Houston Terminals apply within Houston yard limits.

RULE 10-J. Speed sign located at MP 4.13 between Tower 81 and Stella 0.47 mile in advance of restriction governs eastward movements (diverging to HB&T).

RULE 93. Yard limits are established at the following stations:

West MP		East MP
9.16	Galveston Branch	
	Lafayette Division, Beaumont Subdivision	352.70
	Lufkin Subdivision	10.00
10.00	Ennis Subdivision	
9.00	Bellaire Branch	
12.77	Glidden Subdivision	

RULE 98. RAILROAD CROSSING AT GRADE NOT INTERLOCKED

M. P. Crossing protected by gate located on industrial lead leading off at Buffalo Bayou Drawbridge (5.10). Normal position lined for M. P. movements. Gates equipped with electric lock, movements in either direction must contact train dispatcher to operate release then be governed by instructions posted at crossing as to operation of gate.

MKT crossing on wye, Tower 13, protected by gate equipped with electric lock. Normal position is for movement on MKT. Movements on wye in either direction must stop short of "STOP" signs located approximately one hundred (100) feet from each side of crossing and then be governed by instructions for operation of gate posted at crossing.

Emergency release located inside locked box is to be used only in case of electrical or mechanical failure as indicated by failure of release to function after several minutes.

When necessary to break seal and push button to operate emergency lock release, movements may be made only after flag protection is provided on intersecting track and then superintendent must be notified.

RULE 103-A. KEY CONTROL BOXES: Where "Key Control Boxes" are provided for manual starting of automatic crossing warning devices they may be operated by inserting switch key and turning SLOWLY one complete turn to right.

Key Control Boxes are provided at following locations:

Lathrop Street (East of Tower 86)
Kress Street (West of Baer)
Wallisville Road (Englewood)
Lockwood Drive (on Highline Industrial Lead)
Harvard Street (East of Boulevard Junction)
Heights Boulevard (At Boulevard Junction)
Sherwin Street (East of Eureka)
Westheimer Road (MP 3.2 Glidden Subdivision)
Richmond Avenue (MP 3.9 Glidden Subdivision)
Chocolate Bayou Road (MP 2.69 East of Medio)
Pease Street (on SA&AP Industrial Lead)
Jefferson Street (on SA&AP Industrial Lead)
Calhoun Street (on SA&AP Industrial Lead)
Pierce Street (on SA&AP Industrial Lead)
Dowling & Pease Streets (on SA&AP Industrial Lead Wye)
Chimney Rock (on Bellaire Branch)

San Jacinto Street, Peden Warehouse and Houston Terminal Leads. Key control must be operated before movement fouls San Jacinto Street.

Polk Avenue. Flasher lights installed at Polk Avenue crossing in Polk Avenue Yard. Crossing must not be entered until key control boxes are operated for movement on all tracks. Key control boxes located on each flasher light mast.

Wallisville Road, Englewood. Train and engine movements into and out of Englewood on Baer Route and Wye-26 lead tracks must ascertain that automatic crossing gates are lowered before engine or cars enter crossing. Movements on Wye-26 lead tracks must not exceed 5 MPH until engine or cars cover crossing.

Ennis Subdivision. When using Craft Industrial lead, MP 6.5, west of Eureka, movement should not be stopped occupying Highway 290, if practicable to avoid it. Derail located each side of highway crossing.

Automatic crossing gates located between Eureka and West Jct. Gates will operate for movements against current of traffic, but such movements must not exceed 15 MPH approaching crossings:

Location	Mile Post
San Felipe Road*	2.9
Westheimer Road*	3.2
Richmond Avenue*‡	3.9
Richmond Road*	4.9
Bellaire Boulevard*	5.7
North Braeswood	6.8
South Braeswood	7.0
West Bellfort*	8.0
Willowbend	8.5

* Signs reading "FIRST GATE CONTROL" and "SECOND GATE CONTROL" are located in advance of crossings for movement with current of traffic. If more than two minutes used for movement between first and second gate control signs, gates will raise and movement must not exceed 6 MPH between second gate control sign and crossing.

‡ Eastward movements entering Glidden Subdivision eastward track at Bellaire Junction from either Bellaire Branch or SA&AP Industrial Lead must not exceed 15 MPH until engine covers Richmond Avenue.

Automatic crossing gates located Chimney Rock crossing, M.P. 7.9, Bellaire Branch, have signs for eastward movements reading "FIRST GATE CONTROL" and "SECOND GATE CONTROL" in advance of crossing. If more than two minutes used for movements between first and second gate control signs, gates will raise and movement entering crossing must not be made without protection. Key control box located at crossing.

Eastward movement must not exceed 10 MPH approaching Chimney Rock crossing, M.P. 7.9, until it is known gates are protecting crossing.

Westward trains over 50 cars finding automatic block signal 21, between Eureka and Bellaire Junction, displaying stop indication will communicate with operator, Tower 26, before proceeding. This to avoid blocking crossings.

RULE 104. Normal position of rigid switches at junctions and certain other locations:

Houston—Normal position of east switch of crossover from eastward track, just east of Signal X-17, to Main track will be for movement from eastward track to Main Track. All inside switches lined and locked for movements on main track.

Englewood—Switch targets on slip (Puzzle) switches on **North Trimmer Slip Lead** and **South Trimmer Slip Lead** display aspects as follows:

Green—When lined for movement on Slip Lead, or from a through track into Slip Lead.

Yellow—For straight-away movement on through track across Slip Lead or from Slip Lead to through track.

RULE 306. Following block signals equipped with triangular plate bearing letter "P" have included in their control limits some special protective device. Interlocking signals are listed "P-I", absolute signals "P-A":

Eastward Signal	Protection	Westward Signal
P-A	West Junction—Switch connecting westward main track to single track	
	Bellaire Junction—Spring switch east end crossover between main tracks	P-I
P-I	Englewood—Spring switch connecting westward thoroughfare track with west end track S-13	
	Old HE&WT route east of McKee Street—Spring switch east end MKT connection	P-A
	Main track west of Nance Street—Spring switch east end MKT connection	P-A
P-A	Main track, San Jacinto Street—Spring switch connection main track to old HE&WT route	
P-A	MKT connection, San Jacinto Street—Spring switch connecting main track to old HE&WT route	
P-I	Tower 86—Spring Switches	P-I

RULES 505, D-151 and D-152:

Two running tracks begin MP 359 and extend eastward around south side of Englewood Yard a distance of approximately two miles to sign reading "End of Double Track" and are designated as follows:

Westward Thoroughfare Track—North track
Eastward Thoroughfare Track—South track
Rules D-151 and D-152 apply.

Beginning at interlocking signals protecting No. 26 lead crossing and intersection with Baer Route and extending eastward for a distance of approximately one and one-half miles to a sign reading "Block System Limit", tracks are signaled for movements with current of traffic.

RULE 535. SPRING SWITCHES

Spring switches not equipped with facing point locks located as follows:

Location		Normal Position
West Jct.	Switch connecting westward track to single track	Single Track
Bellaire Jct.	East switch crossover	Eastward Track
Boulevard Jct.	Switch connecting westward track freight route with westward track from Passenger Station	Westward track for through movement from Passenger Station
San Jacinto St.	MKT connection	SP Main Track
McKee St.	Switch connecting old H E & W T route with Main track	Main Track
Englewood	Switch connecting west end Track S-13 with Westward Thoroughfare Track	Track S-13
Tower 86	West end double track	Eastward Main Track
Tower 86	Clinton Dock Lead and Eastward Main Track	Clinton Dock Lead
Tower 86	West Switch Crossover	Eastward Main Track
Houston*	West end Main Track	Westward Track
Houston*	West end Main Track and Track 3	Main Track
Houston*	East end Main Track and Track 3	Main Track

*Equipped with switch point indicators.

RULE 605. INTERLOCKING

Tower 208 (M. P. Crossing):

Signal controlled by train dispatcher.

Interlocking signals serve as both interlocking and absolute signals; trains stopped by these signals must observe both interlocking and CTC rules.

Buffalo Bayou Drawbridge (MP 5.10): Interlocking signals controlled by train dispatcher serve as both interlocking and absolute signals; trains stopped by these signals must observe both interlocking and CTC rules.

Tower 86:

Signals at Tower 86 handled by operator located at HB&T Tower 85, who will not clear signals authorizing westward movements via Buffalo Bayou Drawbridge on main track until he has communicated with train dispatcher, and has received authority for such movement, except when communications fail.

Before entering or leaving main track at hand throw switches serving Bethlehem Supply, Bethlehem Steel, and Vantage Company Warehouse, permission must be secured from operator.

When automatic block signal 35, westward main track between Englewood and Tower 86, displays stop, westward trains or engines with more than 40 cars must stop clear of Kress Street and member of crew communicate with operator, Tower 85 before proceeding to avoid blocking Kress Street.

Tower 87, Fauna: Interlocking limits on main track extend from eastward interlocking signals at fouling point, end of two main tracks west of Tower 87, to westward interlocking signals at fouling point west end siding Fauna.

Dual control switches equipped with crank located as follows:

West end crossover, MP 355, Englewood.

Entrance to main track lead, near MP 355, Englewood.

Special Track Number Indicators are located as follows:

On lead entering Englewood at HB&T crossing, Tower 87.

Number displayed designates receiving track for train to enter.

Number displayed does not dispense with observance of other rules or signals, whenever and wherever they may be required.

When number is not displayed in indicators at these points, train entering yard call yardmaster or operator for instructions.

Tower 68:

Two Main Tracks between Tower 26 and Tower 87 are designated as follows:

Main Track No. 1 — north track.

Main Track No. 2 — south track.

Interlocking limits of Tower 68 on Main Tracks No. 1 and No. 2 extend from:

Interlocking Signals at MP 360.36 (east interlocking limits Tower 26) to End of Two Main Tracks at Tower 87.

Within these limits Two Main Tracks are signaled for movements in either direction.

Interlocking limits on other than main tracks are indicated by interlocking signals.

Crossing of Thoroughfare Tracks with No. 26 lead and Wye, Baer Route intersection with Thoroughfare Tracks and switches leading from Westward Thoroughfare Track between No. 26 lead crossing and Track S-13, inclusive, are interlocked. Switches and signals controlled by Tower 68.

Proceed indication of an interlocking signal authorizing entry to eastward track of Baer Route will authorize movement against current of traffic to, but not beyond, automatic signal 026.

When signal 026 displays stop, eastward trains or engines must stop west of Market Street and obtain permission from operator before applying Rule 507.

Dual control switches equipped with selector lever and hand-throw lever are located as follows:

Switch west end Tank Track to Main Track No. 2.
Both switches crossover between Main Tracks No. 1 and No. 2, just west of west switch to Tank Track.

Dual control switch from East Leg SA&AP Wye to Tank Track is equipped with crank. Switch may be cranked by hand on permission from operator.

Hand-operated switches within interlocking limits are equipped with Electric Switch Locks which operate in accordance with instructions governing Electric Switch Locks except that the following switches and derails cannot be thrown until released by operator:

Westward Thoroughfare Track to Shop Lead	Switch and derail
Wallisville Team No. 1	Switch and derail
Wallisville Team No. 2	Switch and derail
Lead to Englewood Team Tracks	Switch and derail
Lead to TOFC Tracks	Switch and derail
TOFC Track on Thoroughfare Track	Switch and derail

When signal at Tower 87 cannot be cleared for a westward movement into Main Track No. 1 or No. 2, operator, Tower 87, must not authorize train or engine to pass such signal as prescribed by Rule 663, paragraphs (a) and (b), until he has obtained permission for the movement from operator, Tower 68.

Tower 26:

Three unit light type absolute signal located just east of HB&T Crossing on No. 1 track at Tower 26 governs movement as follows:

Top unit for through movement westward on No. 1 track.

Middle unit for movement to Lufkin Subdivision, diverging route indications govern.

Bottom unit for diverging route to Roundhouse lead or through crossover to No. 2 main track, double red over yellow.

Tower 71 (MP 1.5, Lufkin Subdivision):

Signals controlled by operator Tower 26.

Interlocking signal governing eastward movements at Tower 71 also serves as a distant signal to eastward interlocking signal Tower 210.

Interlocking signal governing westward movements at Tower 71 also serves as a distant signal to westward interlocking signal Tower 26.

Tower 210 HB&T Crossing (MP 2.2, Lufkin Subdivision):

Signals controlled by operator, Tower 26.

Tower 76 (MP 4.1, Lufkin Subdivision):

Signals controlled by operator Percival Junction on HB&T Railroad.

Eureka (Tower 13):

Switches to crossover leading from eastward to westward track and junction switch to Ennis Subdivision equipped with crank-type dual-control switches. Switches and signals controlled by signal operator, Tower 26.

Interlocking signals governing movement on Ennis Subdivision also govern movements through Automatic Interlocking, Tower 13, MKT crossing. Trains stopped by these signals must obtain permission to proceed from signal operator, Tower 26 as prescribed by Rule 663, before complying with Rule 681.

When automatic block signal 6 (Glidden Subdivision) west of Eureka displays stop, member of crew must communicate with operator, Tower 26, before complying with Rule 50 to avoid stopping on curve.

When automatic block signal 112 (Ennis Subdivision) west of Eureka displays yellow aspect, trains will stop and member of crew will communicate with operator, Tower 26 before proceeding to avoid blocking crossings between MP 11 and Eureka.

Bellaire Junction:

Signals and dual control switches controlled by operator, Tower 26.

When signals do not display desired indication, member of crew must immediately communicate with operator.

Trains or engines on eastward track desiring to move through crossover to westward track must stop short of dwarf signal just east of spring switch, east end of crossover, and obtain permission from operator; then switch may be lined and when signal displays proceed indication, route may be used.

Hand-operated switch connecting Industrial Lead with eastward track and opening within interlocking limits is equipped with electric lock. Before entering or leaving this track, trains or engines must stop short of governing signal and obtain permission from operator for movement. When operator releases electric lock, indicator in lock box will show "block clear". Release lock by turning crank to left. Switch and derail may then be lined; then governing signal should display proceed indication. After movement is completed, restore switch to normal position, turn lock crank to right, close and lock door of box.

Telephone located on signal case signal 70.

"SA" on interlocking signals will not apply for movements against the current of traffic.

Tower 81: (AT&SF Crossing):

Signals at Tower 81 handled by operator located at HB&T Tower 117.

Interlocking signals serve as both interlocking and absolute signals; trains stopped for these signals must observe both interlocking and CTC rules.

RULE 680. AUTOMATIC INTERLOCKING

Stella M.P. Crossing:

Interlocking signals serve as both interlocking and absolute signals; trains stopped by these signals must observe both interlocking and CTC rules.

Tower 30 GH&H Crossing (Harrisburg):

Trains stopped by interlocking signals must call train dispatcher before complying with Rule 681. Telephone located at crossing.

Tower 108 MKT Crossing (San Jacinto Street):

Hand operated switch to Peden New Shed lead is within interlocking limits. To enter Main track when switch is lined for movement on Main track, permission must be secured from operator Tower 26 after which switch may be lined and signal at fouling point should display proceed. If signal does not display proceed comply with Rule 663.

Tower 13, MKT crossing:

Interlocking signals governing movements also govern movements through crossover in interlocking, Eureka, from eastward to westward track and junction switch to Ennis Subdivision. Trains stopped by these signals must obtain permission to proceed from signal operator, Tower 26, as prescribed by Rule 663 before complying with Rule 681.

AUTOMATIC INTERLOCKING ON OTHER THAN MAIN TRACK

M.P. Crossing, on Industrial Lead between Tower 108 and Baer.

HB&T Crossing, on Industrial Lead between Tower 108 and Baer.

PTRA Crossing, on Clinton Industrial Spur.

RULE 705. LETTER TYPE INDICATORS

Indicator displaying letter "X" east end Houston Passenger Yard, governs eastward movement.

When letter "X" is illuminated and track is seen to be clear, train may proceed and be governed by interlocking signal located 607 feet east.

When not illuminated, movements must stop clear of fouling point and communicate with operator, Tower 26.

RULE 716. AUTOMATIC TRAIN STOP

Engineer of eastward trains equipped with ATS must operate forestalling valve while passing over track magnet located at eastward speed sign reading "Diverging Route 10", located 2500 feet in advance of home signal Tower 81.

RULE 740. ABSOLUTE-PERMISSIVE BLOCK

Between Interlocking 26 and Interlocking 108.

To enter A-PB from connecting track (except old H E & W T route), if block indicator indicates "block clear" switch may be thrown.

Absolute signal governs movement from old HE&WT route to main track.

If signal fails to display proceed indication, movement may be made as prescribed by Rule 744 and in addition complying with Rule 513.

RULE 760. CENTRALIZED TRAFFIC CONTROL

Tower 26 and Chaney Jct.

Limits extend between absolute signal located at west interlocking limits, Maury Street, and absolute signals governing Eastward movements on Eastward and Westward tracks, Chaney Jct.

Signals and dual control switches controlled by operator, Tower 26, acting upon authority of train dispatcher.

Three unit light type absolute signal located at beginning of CTC Chaney Jct. governs movement as follows:

Top unit for through movement on eastward track.

Middle unit for movement through crossover to freight main—diverging route indications govern.

Bottom unit movement through crossover from Eastward Track to Westward Track—double red over yellow.

MISCELLANEOUS

Houston (Passenger Station):

Unless otherwise directed, Nos. 1 and 2 and extra passenger trains will enter and leave station on Main Track.

Freight trains operated through Houston Passenger Station Yard will use Main Track unless otherwise directed.

RULE 26.A. **Englewood:** Indicator lights located above each end of track R-8, PFE icing facilities, govern movements on this track as follows:

Green: Track may be used for train movements or switching.

Yellow: Track may be entered, switched and engines, cars or cabooses added or detached.

Red: Track must not be entered and restricts any movement by trains, engines or cars on or out of this track. Trains made up on this track must not depart until it has been ascertained indicator displays green aspect.

Not Lighted: Must be considered as displaying most restrictive indication and icing facilities Foreman must be contacted for instructions before entering track.

Englewood (Gravity Yard):

Trains and engines must not be permitted to enter west end of a track of North or South Units when cars are being pulled from east end of track, until rear car of cut has passed over top of crest.

At east end of North or South Units, route being used in pulling cars eastward, over crest, must not be fouled until rear car has passed over top of crest.

Beaumont Subdivision eastward trains, made up in North Unit, must not leave departure track until permission is obtained from Crest Yardmaster.

Eastward freight trains to Beaumont Subdivision will use Long Lead in departing Englewood unless otherwise instructed.

Cars must not be detached on Shoulder Lead or on HB&T Connection east of crest at Englewood.

Cars, except cabooses of Beaumont Subdivision trains, must not be detached on leads to Departure and Receiving Tracks at east end of North Unit, Englewood.

When cabooses are detached on leads to Receiving and Departure Tracks at east end of North Unit, Englewood, caboose or cabooses must be stopped with hand brake. After caboose or cabooses stop, air brakes must be applied by opening conductor's valve. Hand brake and air brakes must remain applied until engine couples to caboose or cabooses.

Gravity Switching:

Signals located on Floodlight Tower Structure at crest Englewood Yard governs westward movements onto crest. Repeater light type fixed signals are located at spaced intervals east thereof.

Simultaneous signal indication of signals are as follows:

Aspect **RED**—Indication: **STOP**

Aspect **GREEN**—Indication: **PROCEED NORMAL HUMPING SPEED**

Aspect **YELLOW**—Indication: **PROCEED REDUCED HUMPING SPEED**

Aspect **FLASHING RED**—Indication: **BACK**

West of crest, fixed signals are located to govern movements through retarders and into and out of Bowl Classification Tracks as follows:

Aspect **RED**—Indication: **STOP**

Aspect **GREEN**—Indication: **PROCEED**

In humping operations stop indication of fixed signals supersede hand signals or oral instructions.

Movement of Engines: Between Hardy Street and Englewood, F and P class engines must be operated from cab in direction of movement.

Between Hardy Street and Houston, F and P class engines must be operated from cab in direction of any movement, except when no control cab on leading unit, they may be operated from cab in trailing unit but must not exceed 10 MPH approaching and moving over public crossings at grade.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	LOCATION	DESCRIPTION
5.10	Buffalo Bayou Drawbridge	Overhead & Side
361.90	Tower 108, Main Street Viaduct	Overhead
3.20	Boulevard Junction, Signal Bridge	Overhead & Side

SPEED RESTRICTIONS

20 MPH Eastward around curve West Jct.

25 MPH Westward around curve West Jct.

25 MPH both main tracks around curve west of Eureka (toward Bellaire Junction).

45 MPH between Eureka and West Jct.

15 MPH between Chaney Jct. and Tower 26, Freight Main.

20 MPH between interlocking signals, HB&T crossings, Tower 71 and Tower 210.

10 MPH through east leg of Wye, Lufkin Subdivision, Tower 26.

15 MPH main track between San Jacinto Street and Tower 26.

30 MPH main tracks between Tower 26 and Tower 87.

15 MPH with caution Houston Ave. underpass and San Jacinto St. through Houston Passenger Station Yard.

12 MPH Englewood entering receiving track until train has stopped in clear.

10 MPH PTRA North Yard.

15 MPH between Buffalo Bayou Drawbridge (5.10) and Manchester Jct.

West Junction: Maximum speed over junction switches and turnouts:

Westward from westward track to single track, trailing through spring switch ..... 25 MPH

Westward from eastward track to single track, over dual control switch ..... 20 MPH

Eastward on diverging route to eastward track, over dual control switch ..... 20 MPH

Eastward on straight track, facing point movement over spring switch ..... 35 MPH

***Houston City Ordinance provides:** Trains and engines must not exceed 20 MPH except as follows:

Ennis Subdivision

30 MPH between City Limits MP 14.14 and Houston (Passenger Station).

Glidden Subdivision

60 MPH between City Limits MP 16.42 and South Post Oak Road (MP 13.54), not including South Post Oak Road

45 MPH between South Post Oak Road, MP 13.54, and Tower 81, except Knight Road.

30 MPH entering Knight Road, MP 9.56, (East of Stella).

60 MPH between West Junction and Eureka.

30 MPH between Eureka and Houston (Passenger Station).

Beaumont Subdivision

50 MPH between City Limits MP 352.88 and Tower 87.

Lufkin Subdivision

30 MPH between City Limits MP 7.24 and Quitman Street MP 1.42.

The above does not relieve trains and engines from complying with other speed restrictions shown in Special Instructions, Timetable Bulletin, train order or indicated by speed signs.

*City ordinance speed restrictions are applicable approaching public crossings and until engine has covered public crossings within corporate limits.

Mile Post Location of City Limits

Galveston Branch	MP 10.90
Beaumont Subdivision	MP 352.88
Lufkin Subdivision	MP 7.24
Ennis Subdivision	MP 14.14
Bellaire Branch	MP 11.74
Glidden Subdivision	MP 17.12

RATINGS OF ENGINES—IN UNITS OF 2000 LBS. (TONS)

ENGINE NUMBERS	Houston and Galveston	Houston to Goodrich	Goodrich to Nacogdoches	Nacogdoches to Appleby	Appleby to Garrison	Garrison to SSW Yard	SSW Yard to Jordan	Jordan to Joaquin	Joaquin to Garrison	Garrison to Appleby	Appleby to Diboll	Diboll to MP 98.5	MP 98.5 to Moscow	Moscow to Leggett	Leggett to Shepherd	Shepherd to Houston
5900 to 5916, 6000 to 6054																
6172 to 6470, 8090 to 8305, 304 to 379, 535 to 553, 925 to 975	3730	2500	1565	1500	1500	1500	1500	1565	1500	1500	1565	1565	1565	1565	2000	2500
600 to 632, 701 to 725, 3400 to 3727	5300	5300	2650	2200	1325	2275	2165	2550	2165	1325	2560	2200	2310	2560	4600	5300
4900 to 4902, 5208 to 5278	5695	5695	2895	2385	1975	2755	2345	2780	2345	1975	2810	2385	2510	2810	5185	5695
2700 to 2742	5725	5725	2705	2225	1845	2575	2190	2600	2190	1845	2625	2225	2345	2625	4860	5725
3800 to 3966	6230	6230	3035	2500	2070	2890	2460	2920	2460	2270	2945	2500	2635	2945	5445	6230
2950 to 2970	6210	6210	3630	2995	2485	3460	2945	3490	2945	2485	3525	2995	3155	3525	6210	6210
3020 to 3035	6585	6585	3515	2900	2410	3350	2855	3380	2855	3380	2855	2410	3415	2900	3055	3415
2850 to 2890	6500	6500	3500	2925	2250	3350	2875	3375	2875	2250	3410	2925	3060	3410	6160	6500
5150 to 5162	6415	6415	3630	2900	2415	3330	2850	3365	2850	2415	3395	2895	3045	3395	6100	6415
2900 to 2936	4512	4512	2022	1673	1391	1926	1646	1946	1646	1391	1964	1673	1761	1964	3548	4512
4000 to 4087	6057	6057	3029	2514	2086	2886	2474	2914	2474	2086	2926	2514	2640	2926	5257	6057
6500 to 6767	7570	7570	3785	3140	2605	3605	3090	3640	3090	2605	3655	3140	3300	3655	6570	7570
5000 to 5017	6810	6810	3405	2825	2345	3245	2780	3275	2780	2345	3290	2825	2970	3290	5910	6810
9500 to 9502, 9550 to 9552	15160	15160	7580	6290	5220	7220	6190	7290	6190	5220	7320	6290	6610	7320	13150	15160
9100 to 9120, 9150 to 9152	12135	12135	6070	5040	4180	5780	4955	5840	4955	4180	5860	5040	5290	5860	10535	12135
1703 to 1845	3040	3040	1450	1200	1000	1375	1175	1400	1175	1000	1420	1200	1270	1420	2575	3040
1914 to 1953	2640	2640	1250	1050	875	1200	1025	1225	1025	875	1240	1050	1100	1240	2250	2640
177 to 184	5850	5850	2850	2350	1950	2700	2300	2740	2300	1950	2750	2350	2470	2750	5000	5850
2200 to 2293	3160	3160	1550	1275	1050	1450	1250	1475	1250	1050	1500	1275	1335	1500	2700	3160
1100 to 1128	2700	2700	1100	900	735	1040	875	1050	875	735	1060	900	940	1060	1930	2700
7600 to 7607, 8400 to 8488, 7800 to 7814	9065	9065	4530	3760	3120	4320	3700	4360	3700	3120	4380	3760	3950	4380	7865	9065
3200 to 3209, 8800 to 9068	10900	10900	5450	4525	3755	5195	4455	5245	4455	3755	5265	4525	4750	5265	9460	10900
7025 to 7028, 7150 to 7159	8480	8480	4240	3570	2920	4040	3465	4080	3465	2920	4095	3520	3695	4095	7360	8480
2400 to 2409, 2450 to 2522	4540	4540	2270	1885	1565	2165	1855	2185	1855	1565	2195	1885	1980	2195	3940	4540
5300 to 5317	6965	6965	3480	2890	2400	3320	2845	3350	2845	2400	3365	2890	3035	3365	6045	6965
6900 to 6928	7570	7570	3785	3140	2605	3605	3090	3640	3090	2605	3655	3140	3300	3635	6570	7570
7100 to 7128	8480	8480	4240	3570	2920	4040	3465	4080	3468	2920	4095	3520	3965	4095	7360	8480

ON BRANCH LINES UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE ON THOSE TERRITORIES WHERE NO RATING SHOWN IN ENGINE RATING TABLE.

RATINGS OF ENGINES—IN UNITS OF 2000 LBS. (TONS)

ENGINE NUMBERS	Tower 17 and Victoria	Victoria and Beeville	Guy and Guy Jct.	Wharton and Palacios	Yoakum to Cuero	Cuero to Yoakum	River Jct. and Yorktown	Victoria and Cuero	Cuero and Stockdale	Glidden to Ramsey Houston to Glidden	Ramsey to Houston	Bellaire Jct. and Eagle Lake	Eagle Lake and MP 73(Bellaire Branch)	Victoria and Port Lavaca
5900 to 5916, 6000 to 6054	——	——	——	——	——	——	——	——	——	——	——	——	——	——
6172 to 6470, 8090 to 8305, 304 to 379, 535 to 553, ④925 to 975	3730	2200	3730	3730	④1850	④1825	④1650	3000	1600	3210	3920	3920	3920	3730
600 to 632, 701 to 725, 3400 to 3727	5300	3500	5300	5300	2800	2650	2350	5000	2300	5300	5650	5300	5300	5300
4900 to 4902, 5208 to 5278	5695	3525	5695	5695	2955	2895	2580	3045	2580	5695	5695	5695	5695	5695
2700 to 2742	5725	3300	5725	5725	2760	2705	2410	2850	2410	5725	5725	5725	5725	5725
3800 to 3966	6230	3700	6230	6230	3100	3035	2705	3195	2705	6230	6230	6230	6230	6230
2950 to 2970	6210	4425	6210	6210	3705	3100	3240	3825	3240	6210	6210	6210	6210	6210
3020 to 3035	6585	4280	6585	6585	3590	3035	3140	3700	3140	6585	6585	6585	6585	6585
2850 to 2890	6500	4250	6500	6500	3600	3500	3150	5700	3100	6800	6900	6900	6900	6900
5150 to 5162	6415	4225	6415	6415	3565	3495	3130	3670	3130	6310	6310	6310	6310	6310
2900 to 2936	4512	2451	4512	4512	2663	2022	——	2126	1808	4096	4512	4096	——	4096
4000 to 4087	6057	4000	6057	6057	3200	3029	2686	5714	2628	6057	6360	6057	6057	6057
6500 to 6727	7570	5000	7570	7570	4000	3785	——	3285	7570	7950	7570	7570	——	7570
5000 to 5017	6810	4500	6810	6810	3600	3405	——	6425	2955	6810	7150	7150	——	7150
9500 to 9502, 9550 to 9552	15160	10010	——	——	8010	7580	6720	——	——	15160	15910	15160	——	——
9100 to 9120, 9150 to 9152	12135	8075	——	——	6410	6070	5380	——	——	12135	12745	12135	——	——
1703 to 1845	3500	1750	3500	3500	3040	1530	1450	1300	1530	1300	3040	3040	3040	3040
1914 to 1953	2640	1750	2640	2640	1460	1250	1130	1340	1130	2640	2770	2640	2640	2640
177 to 184	5850	3450	5850	5850	2900	2850	2550	2980	2550	5850	6140	5850	5850	5850
2200 to 2293	3500	1850	3500	3500	1750	1700	1500	2500	1400	3160	3320	3160	3160	3160
1100 to 1128	2700	1350	2700	2700	1150	1100	1000	1800	950	2250	2360	2350	2350	2350
7600 to 7607, 8400 to 8488, 7800 to 7814	9065	5985	——	*9065	4790	4530	4020	——	——	9065	9515	9065	9065	——
3200 to 3209, 8800 to 9068	10900	7200	——	——	5760	5450	4835	——	——	10900	11400	10900	——	——
7025 to 7028, 7150 to 7159, 7900 to 7929	8480	5600	——	——	4480	4240	3760	——	——	8180	8905	8480	——	——
2400 to 2409, 2450 to 2480, 2493 to 2522	4540	3000	4540	4540	2400	2270	2015	4285	1970	4540	4770	4540	4540	4540
5300 to 5317	6965	4600	——	——	3680	3480	3090	——	——	6965	7310	6965	——	——
6900 to 6928	7570	5000	——	7570	4000	3785	——	——	——	7950	7570	7510	——	——
7100 to 7128	8480	5600	——	9065	4480	4240	3760	——	——	8480	8925	8480	——	——

ON BRANCH LINES UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE ON THOSE TERRITORIES WHERE NO RATING SHOWN IN ENGINE RATING TABLE.

④ 925 to 959 restricted to 15 MPH on Cuero and Yoakum Branches.

* Must not be operated between Newgulf and Palacios.